



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2020 to 2024

Transportation Planning & Transportation Improvements

Sierra Vista Metropolitan Planning Region

Approved on June 18, 2019

Sierra Vista MPO TAC

Adopted on June 27, 2019

Sierra Vista MPO Executive Board

Approved on pending

Federal Highway Administration



Prepared by the Sierra Vista MPO
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SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

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And our appreciation to our BPAC Members for providing regional bicycle and pedestrian perspectives.

Sierra Vista Metropolitan Planning Organization

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Metropolitan Transportation Planning Process: Self-Certification

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Arizona Department of Transportation.

The Arizona Department of Transportation and the Sierra Vista Metropolitan Planning Organization, the Metropolitan Planning Organization for the southwestern area of Cochise County including the urbanized area of the City of Sierra Vista and the Town of Huachuca City, hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 USC 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Publ. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (20 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Gregory Byres, Director Multimodal Planning Division
ARIZONA DEPARTMENT OF TRANSPORTATION

6/20/19
DATE

Karen L. Lamberton, AICP, SVMPO Administrator
SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

6/26/2019
DATE



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Acronyms:

ADOT: Arizona Department of Transportation	HSIP: Highway Safety Improvement Program	MPO: Metropolitan Planning Organization
COG: Council of Governments	ITS: Intelligent Transportation System	STBG: Surface Transportation Block Grant
DBE: Disadvantaged Business Enterprise	JPA: Joint Project Agreement	SVMPO: Sierra Vista Metropolitan Planning Organization
FEMA: Federal Emergency Management Agency	LIDAR: Light Detection and Ranging	TAM: Transit Asset Management
FHWA: Federal Highway Administration	LPA: Local Public Agency	TIP: Transportation Improvement Program
FTA: Federal Transit Administration	LRTP: Long Range Transportation Plan	WP: Work Program
GIS: Geographic Information System	LTAP: Local Transportation Assistance Program	
	MAG: Maricopa Association of Governments	



2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM HIGHLIGHTS

The Sierra Vista Metropolitan Planning Organization prepares on a regular basis a five-year Transportation Improvement Program, known as the TIP, which identifies how federal, state, regional and local transportation dollars will be invested in our region to improve the regional transportation system.

SAFETY

ECONOMIC
VITALITY

INTGRATED
MULTI-MODAL
OPTIONS

THIS 2020-2024 TIP PLANS TO INVEST OVER \$4.95 MILLION DOLLARS IN THE NEXT FIVE YEARS TO IMPROVE TRANSPORTATION INFRASTRUCTURE AND OPTIONS IN THE SVMPO REGION. AN ADDITIONAL \$6.57 MILLION IS INVESTED IN TRANSIT ACTIVITIES.

PROJECTS INCLUDE:

EMERGENCY FLASHERS IN THE WHETSTONE AREA

EMERGENCY PRE-EMPTION SIGNAL IN THE TOWN OF HUACHUCA CITY

NORTH GARDEN/FRY BLVD MULTI-MODAL ROADWAY IMPROVEMENTS IN SIERRA VISTA'S WEST END

VISTA TRANSIT PARKING LOT REPAVING

VISTA TRANSIT BUS STOP ANNOUNCEMENT SYSTEM

VISTA TRANSIT PARATRANSIT SERVICES



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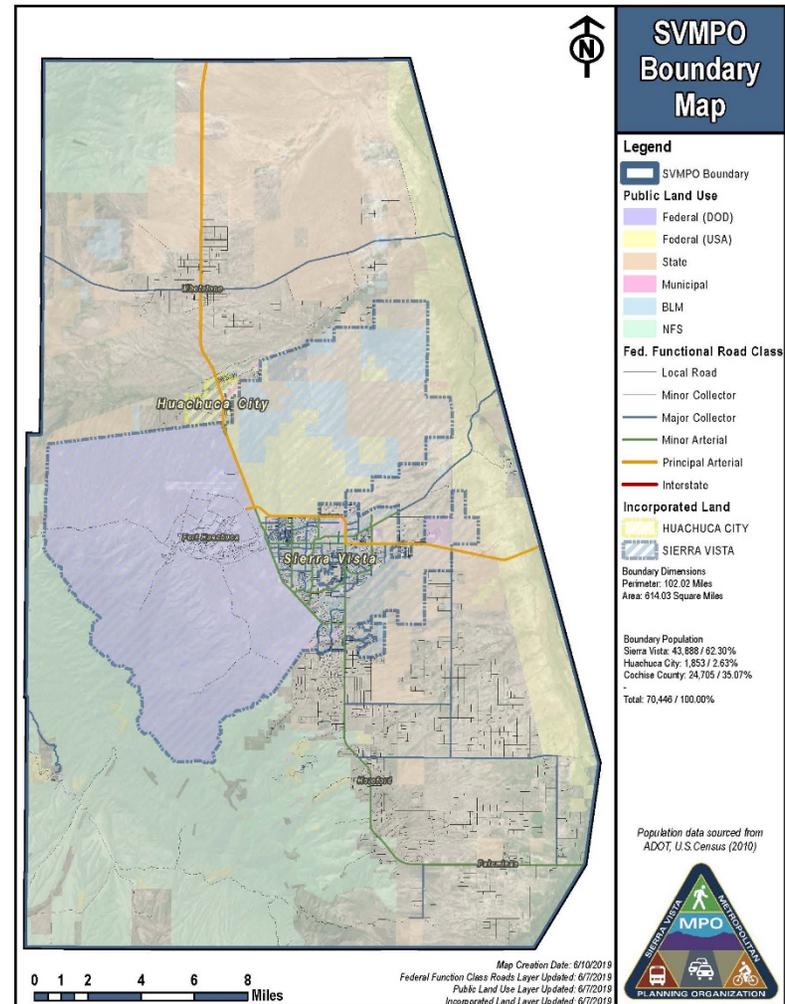
INTRODUCTION

The Sierra Vista Metropolitan Planning Organization, hereafter SVMPO, is the federally designated metropolitan planning organization for the southwestern area of Cochise County, including the urbanized areas of the City of Sierra Vista and the Town of Huachuca City, with program areas focused on regional transportation planning. The two primary efforts of this organization are the development of a regional Long-Range Transportation Plan and the five-year Transportation Improvement Program, known as the TIP. The TIP proposes capital improvements within the SVMPO planning boundaries that are funded with federal highway and federal transit dollars.

The TIP is typically updated annually in coordination with the SVMPO's member jurisdictions and the SVMPO's federal and state partners. The TIP identifies improvements to the regional transportation system including state and local highways, transit, bikeways and pedestrian facilities. Every project that is federally funded, whether highway or transit, must be included in the TIP. The TIP may also include other regionally significant projects, funded from non-federal sources or other federal/state grants.

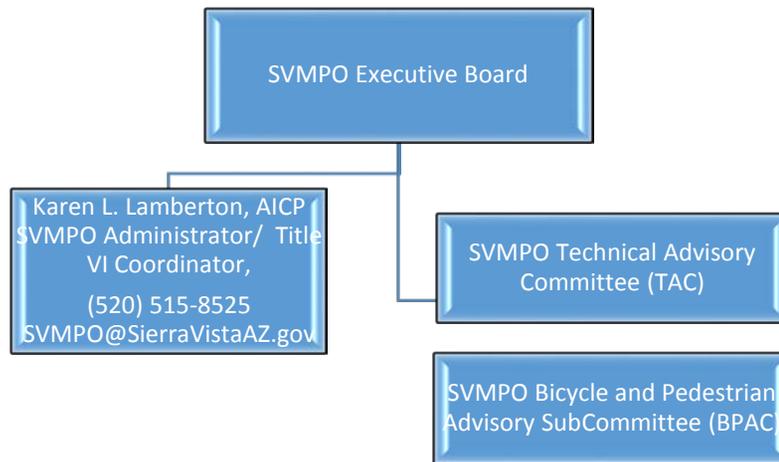
SVMPO Location

The SVMPO planning area encompasses an area of approximately 614 square miles and its regional boundaries reach to the international border with Mexico to the south, the Pima County boundary to the west, to the City of Benson jurisdiction boundary to the north and the San Pedro river corridor to the east. There are currently two incorporated areas within the SVMPO; the City of Sierra Vista and the Town of Huachuca City. The MPO includes federal and state owned lands, including the Coronado National Forest and the U.S. Military installation at Fort Huachuca. Other jurisdictions within Cochise County, and key areas outside of Cochise County, are frequently included in planning processes in order to help evaluate connectivity and outside impacts.





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SVMPO Organizational Structure

The SVMPO activities, including the development and implementation of the TIP, are overseen by an Executive Board of Directors, the Technical Advisory Committee, one standing subcommittee, and the SVMPO Administrator. SVMPO By-Laws were created and approved by the SVMPO Board of Directors on December 18, 2013 and amended in 2015 and 2018. ALL SVMPO committees conform to the Arizona Open Meeting Law, the adopted SVMPO By-Laws, adopted Public Participation Plan and adopted Title VI Plan.

Executive Board of Directors

The Executive Board of Directors consists of six members: three elected officials of the City of Sierra Vista, one elected official from Cochise County, one elected official from the Town of Huachuca City, and one appointed official from the Arizona Department of Transportation (ADOT) State Transportation Board. Each respective jurisdiction appoints elected officials to the SVMPO Board. It is the function of the Executive Board to act as a policy body coordinating and directing transportation planning, the implementation thereof, and related activities.

Technical Advisory Committee

The Technical Advisory Committee (TAC) consists of eight technical and managerial staff representatives from each of the participating agencies: Three members from the City of Sierra Vista, two members from Cochise County, one member from the Town of Huachuca City, one member representing Transit Services and one member from the Arizona Department of Transportation. The County Administrator, City Manager or Town Manager appoints TAC members from their respective jurisdictions that hold technical and engineering positions for their Community Development, Highway or Public Works Departments. An ex-officio non-voting representative(s) from Fort Huachuca may also serve on the TAC.

The TAC conduct technical reviews and analysis regarding all projects approved in the SVMPO TIP, and advises the Executive Board on appropriate or recommended actions that might be taken. ADOT, city, town and county staff also coordinate with SVMPO the review of extensive development and transportation projects, public outreach, technical analysis of agency products, and the collection of data.



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The TAC reviews consultant proposals, and recommends engagement of consulting firm(s). Consultant services may be used to accomplish the approved TIP projects.

Bicycle-Pedestrian Advisory Committee

The Bicycle Pedestrian Advisory Committee (BPAC) is a standing, special committee of the SVMPO and consists of 5 to 7 volunteer members of the community who advise the SVMPO Board of Directors and Technical Advisory Committee on bicycling & pedestrian related issues, including Safe Routes to School projects.

SVMPO Administration

The SVMPO Administrator oversees day-to-day operations and supports the ongoing management of the SVMPO. Under the policy direction and general guidance of the SVMPO Executive Board, she directs the development and implementation of the TIP. The Administrator also prepares policy and program materials for consideration of the Executive Board and SVMPO committees. The Administrator is a SVMPO contract employee, reporting directly to the SVMPO Executive Board.

SVMPO Mission Statement

The Sierra Vista Metropolitan Planning Organization is a regional policy and planning agency serving the City of Sierra Vista, the Town of Huachuca City and Cochise County, in partnership with the Arizona State Department of Transportation. We share information and build consensus among our member jurisdictions on regional transportation plans and projects.

Transportation Improvement Program (TIP)

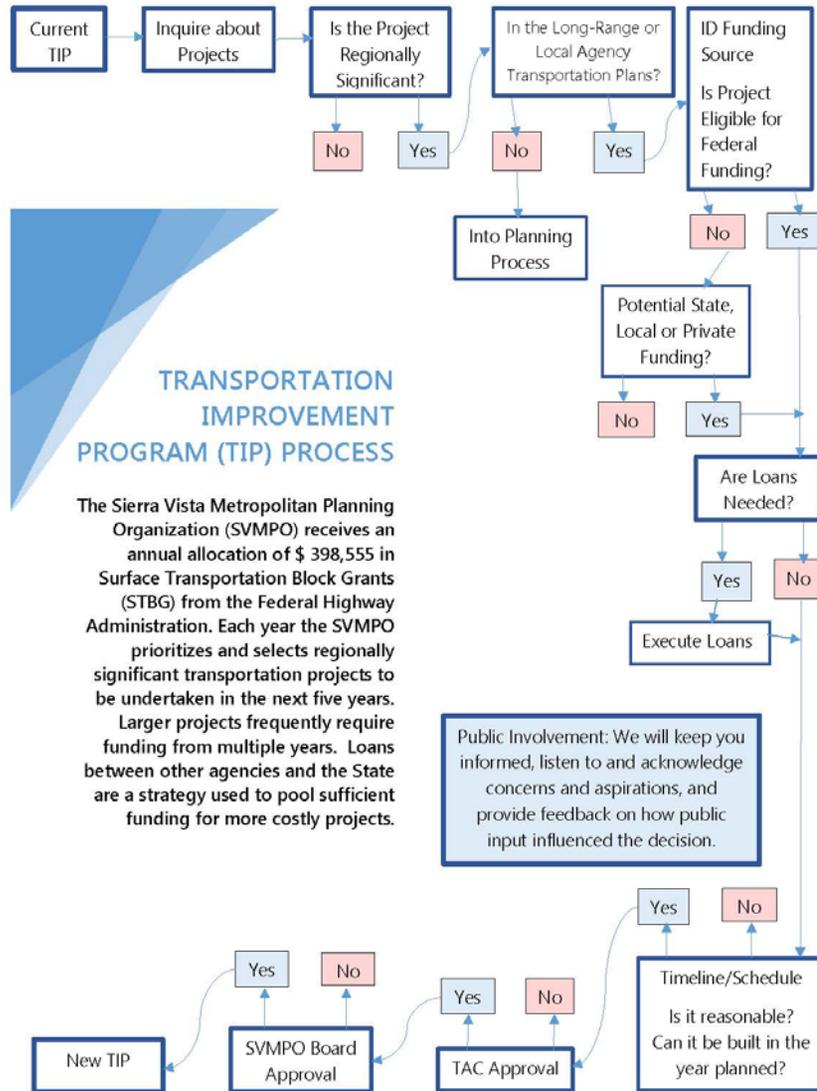
This document describes the SVMPO five-year Transportation Improvement Program, hereafter known as the TIP. Working with the member jurisdictions, the SVMPO TAC identifies regionally significant projects, consistent with the region's 2040 Long-Range Transportation Plan, adopted in March of 2016. Funding sources, funding amounts and sponsor match amounts are identified for each project.

Each TIP Project identifies:

- ❖ TIP Identification Number, Project Phase, Project Sponsor and other relevant Identification Numbers;
- ❖ Functional Classification of project roadway; Length of Project, Existing and Future Number of Lanes;
- ❖ Project Name, Location, Type of Work and Project Total Cost
- ❖ Federal Aid Type, Funding Amount by Fiscal Year, Sponsor Match Amount by Fiscal Year and Fiscal Year Totals



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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

The Sierra Vista Metropolitan Planning Organization (SVMPO) receives an annual allocation of \$ 398,555 in Surface Transportation Block Grants (STBG) from the Federal Highway Administration. Each year the SVMPO prioritizes and selects regionally significant transportation projects to be undertaken in the next five years. Larger projects frequently require funding from multiple years. Loans between other agencies and the State are a strategy used to pool sufficient funding for more costly projects.

Public Involvement: We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

Draft and final documents for proposed TIP projects are presented to the SVMPO Technical Advisory Committee, and then to the Executive Board, for review, refinement and endorsement. Final documents are then submitted for approvals from Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). SVMPO works collaboratively with member jurisdictions and consultant services to support the completion of approved TIP projects.

Transportation Improvement Program Amendment Process

The TIP is prepared using the best information available at the time of development. The financial plan in the TIP is based on estimates of available funding resources and current cost estimates. While care is taken in developing as accurate a funding estimate as possible, project schedules, project costs, available funding and regional priorities may change throughout the year. SVMPO addresses these changes in funding and priorities by amending the TIP, with approval by the SVMPO Executive Board.

Administrative Amendments may be made to the TIP by the SVMPO Administrator to:

- ❖ Correct scrivener’s errors.
- ❖ Change fund source, providing that fiscal constraint is maintained. This type of amendment may occur when a project is awarded funds from a discretionary or competitive grant source freeing up the committed STBG dollars.



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- ❖ Change fund year, with the requirement that the regional ledger stays in balance.
- ❖ Minimally increase project funding, with the requirement that the change is consistent with the intent of the TAC and the Executive Board, and the regional ledger stays in balance.
- ❖ Add a potential project as a placeholder for the purposes of applying for grant funding.
- ❖ Follow direction given from the Executive Board for changes potentially needed between formal Board meeting dates.

Amendments to the TIP will be brought forward for SVMPO Executive Board approval if:

- ❖ A new project is recommended by the TAC for inclusion.
- ❖ A significant change occurs in the scope of work for an approved project.
- ❖ A request is made to substantively increase project funding.

Significant in this context means that the change is one of consequential importance, changing the intent, funding, and overall composition of the TIP. Substantial in this context means of considerable value, increasing funding beyond that which was discussed with the SVMPO Committees and Board, and/or reflecting a change of scope of work not in keeping with the original intent, funding and overall composition of the approved TIP.

FEDERAL PLANNING CRITERIA: FAST ACT

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act. The act authorized expenditures from the Highway Trust Fund for five years (2016-2020), defined how federal funds were to be distributed to states and MPOs, and outlined the funding programs and categories for which federal funding would be available. The FAST Act, like its predecessors, contains programs to address transportation needs related to highway, safety, transit, and other alternative modes. This federal authorization bill expires by the end of September 2020.

The FAST Act created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the transportation system and freight corridors, protecting the environment, and reducing delays in project delivery.

The Federal Highway Administration (FHWA) had previously established eight "Planning Emphasis Areas" in 1998 as part of the Transportation Equity Act for the 21st Century (TEA-21). These eight emphasis areas were largely left intact under the subsequent federal transportation legislation: SAFETEA-LU, MAP-21, and in the FAST Act. In April 2014, the FHWA and FTA issued three additional joint



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planning emphasis areas for metropolitan planning organizations and state DOTs to include in work activities and regional project evaluations. These planning emphasis areas, for consideration in developing TIP projects, are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.
11. Transition to Performance-Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
12. Models of Regional Cooperation: Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or state serves an urbanized area of adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and state boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools and performance-based planning.
13. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, school/education and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

Performance Measures

The performance-based component of the FAST Act also required MPOs and state DOTs to work cooperatively to establish performance targets in key areas to help advance national goals. The performance provisions focused on the areas of: highway safety, highway and



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bridge conditions, system performance/congestion and transit performance. Federal transportation and transit agencies work with ADOT to develop appropriate performance measures to assess progress towards established performance targets.

MAP-21 Program Area	National Goal Area	National Performance Measure Area
Highway Safety Improvement Program	Safety	Serious injuries per vehicle miles traveled (VMT)
		Fatalities per VMT
		Number of serious injuries
		Number of fatalities
National Highway Performance Program	Infrastructure Condition	Bridge condition on the National Highway System (NHS)
		Pavement condition of the Interstate System
		Pavement condition of the National Highway System (NHS)
	System Reliability	Performance of the Interstate System
		Performance of the NHS, excluding the Interstate System
Congestion, Mitigation and Air Quality	Congestion Reduction	Traffic congestion
	Environmental Sustainability	On-road mobile source emissions
Freight	Freight Movement & Economic Vitality	Freight movement on the Interstate System

National Programs, Goals and Performance Measures

- ❖ **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- ❖ **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.
- ❖ **Congestion Reduction** – Achieve a significant reduction in congestion on the NHS.
- ❖ **System Reliability** – Improve the efficiency of the surface transportation system.
- ❖ **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- ❖ **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- ❖ **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reduction of regulatory burdens and improvement of agencies’ work practices.



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PERFORMANCE BASED APPROACH

National performance measures, and the ADOT established performance targets, are goals that the SVMPO considers in the development of TIP projects. Many of these targets are focused specifically on the National Highway System: the SVMPO does not currently have segments of the Interstate system within the SVMPO region or any locally owned segments of the National Highway System (NHS). ADOT is the responsible agency for Highway 90 and 92 which are included in the NHS system. The performance measures that do not apply within the SVMPO regional transportation network include peak hour excessive delay, bridge condition, travel time reliability, pavement condition, freight reliability and non-single occupancy travel. The SVMPO recognizes that these national performance measures are a factor in the ADOT's prioritization process for state-wide projects. Given the limited state transportation dollars and that no portion of the Interstate is located within the SVMPO area, the SVMPO does recognize that prioritization of projects using these performance measures potentially results in fewer state-wide projects within the SVMPO area (on Highways 90 and 92).

The U.S. Environmental Protection Agency (EPA) has established maximum acceptable levels of six common air pollutants known as the National Ambient Air Quality Standards (NAAQS). These federal standards apply to outdoor or ambient air and are set to protect public health and the environment. At this time, the SVMPO region is in compliance with all six air quality thresholds and the SVMPO is has no noncompliant areas. Therefore, an Air Quality assessment is not required for the SVMPO TIP projects and the performance measure for Congestion Mitigation and Air Quality does not apply.

The safety targets set by ADOT are data-driven and realistic; and are intended to keep the State focused on improving safety while still striving for the goals set in the SVMPO Strategic Transportation Safety Plan (STSP) and the State Strategic Highway Safety Plan (SHSP) to reduce the number of fatalities and serious injury crashes. State-wide safety measures currently show projected increases in population and corresponding increases in vehicle miles traveled that unfortunately are likely to also increase crash rates both state-wide and region-wide. FY 2019 Safety targets were established by ADOT, and adopted by the SVMPO, as follows:

- ❖ Number of Fatalities - 5% Increase
- ❖ Rate of Fatalities - 2% Increase
- ❖ Number of Serious Injuries - 1% Increase
- ❖ Rate of Serious Injuries - 4% Decrease
- ❖ Number of Non-motorized Fatalities and Serious Injuries - 3% Increase



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This year's 2020-2024 TIP includes a safety project to install emergency flashers and an emergency pre-emption signal at two locations on Highway 90 through the Whetstone and Town of Huachuca City areas for the Whetstone Fire Department. These improvements will enhance emergency response times throughout the southwestern Cochise County area.

Last year's 2019-2023 TIP included a safety project to install adaptive signal control on two corridors within the city. These safety improvements had an expected crash reduction factor of 21%; resulting in potential reduction of 10 fatal and serious injury crashes over 5 years. This project is scheduled for construction in Fiscal Year 2020.

TRANSIT

The SVMPO includes one public service transit operator, Vista Transit, operated by the City of Sierra Vista. Vista Transit operates throughout the city limits of Sierra Vista and Fort Huachuca with a network of three fixed routes that operate Monday through Friday and two fixed routes that operate on Saturday. Most routes run on one-hour cycles and disabled riders may call for paratransit services. Vista Transit contains an extensive network of bus stops, and its assets include a fleet of 13 buses, as well as a centrally located Transit Center built in 2007. Transit in the SVMPO region is characterized by connecting residents to major activity centers within the city.

Funding for Vista Transit includes small urban transit funds from the Federal Transit Administration (FTA). These funds are programmed in the regional TIP and are provided to Vista Transit, a direct recipient, through an Agreement between the transit agency and FTA.

The transit performance measures include targets for maintaining the transit fleets and facilities in good useable condition. The SVMPO Executive Board has elected to support and adopt the ADOT transit performance targets. At this time, 100% of the transit fleets and facilities meet the adopted transit performance targets.

This year's 2020-2024 TIP includes transit projects to resurface the transit center's parking lot, provide maintenance on bus shelters and stops, and identifying funds for replacement buses in order to maintain the desired condition level of the SVMPO area's transit fleet and facilities.

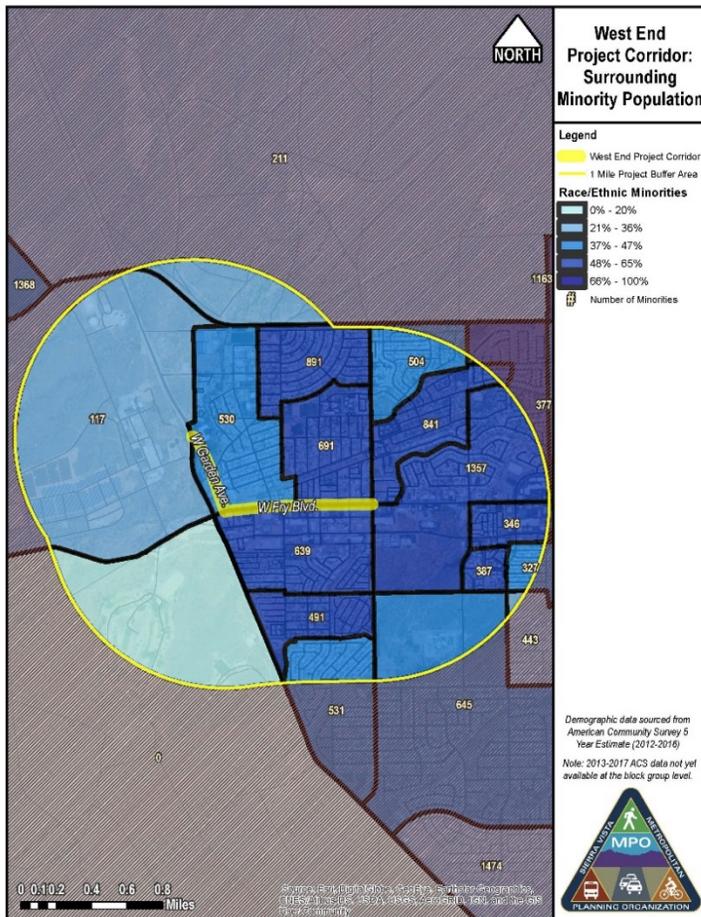




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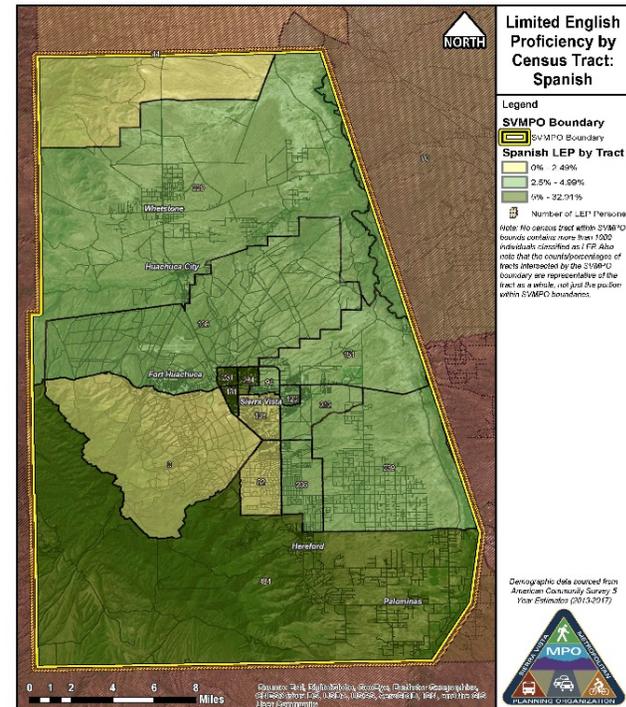
TITLE VI AND ENVIRONMENTAL JUSTICE ANALYSIS

The SVMPO has an adopted Title VI and Environmental Justice Plan, and it is incorporated by reference into this TIP document. The demographic analysis provided in that Title VI Plan informs the project planning process and is considered during the project implementation phase (e.g. public outreach). Most projects in this TIP provide region-wide benefits for faster emergency response times, better signal timing on regional corridors, and within the City of Sierra Vista jurisdiction limits, transit and para-transit options.



The one construction project in the 2020-2024 TIP, in the City of Sierra Vista's West End, is located in an area that has a larger minority population, lower incomes, more elderly and disabled residents, then is present in most of the rest of the region. This area also has the three Census Tracts that meet the threshold for Limited English Proficiency (Spanish) in the SVMPO region.

After completing this analysis, additional funds were provided to the design phase of the North Garden/Fry Blvd project to enhance outreach to these vulnerable population groups and to provide materials translated into Spanish.





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2020-2024 TIP FINANCIAL PLAN

The SVMPO TIP is required to be fiscally constrained; that is to say, the proposed projects do not exceed available funding. To determine if the TIP meets this criteria, proposed project costs are added up by fund type for each fiscal year and those total costs compared to the estimate of available revenues. A rolling ledger is kept that identifies available funds, adjusted annually as changes are made at the congressional level, in total available revenues and the amount of the appropriations that is actually available in that year (Obligation Authority). The SVMPO Ledgers for both STBG and FTA transit funds are included in this TIP as Appendix A.

All project funds and costs are stated in 2019 dollars.

<i>Revenue Source</i>	<i>Carry Forward Loans Repaid</i>	<i>2020-2024 TIP Revenues</i>	<i>2020-2024 Project Costs</i>	<i>Remaining Balance</i>
State Transportation Block Grants (STBG)	\$2,656,056	\$1,891,143	\$2,639,284	\$1,907,915
Federal Transit Administration (FTA 5307)	\$1,768,996	\$3,119,000	\$4,115,100	\$777,896

STBG available TIP Revenues reflects OA reductions from projected annual appropriations.

CONTRIBUTIONS FROM THE SVMPO WORK PROGRAM

In addition to annual STBG funds, the SVMPO also receives an estimated \$294,300 annually for MPO operations and planning activities. These funds may, by separate action of the Board, be identified in the Transportation Improvement Program for eligible expenditures. Potentially, these funds may also be identified for support services, such as professional engineering services, to accomplish the approved TIP projects. Scoping projects, with preliminary cost estimates, is also a strategic and cost effective use of planning funds in order to develop potential TIP projects.

Another strategy to maximize either planning dollars or construction dollars is to swap out Obligation Authority (OA) between funding sources. OA is the percentage of apportionments that are available for reimbursable expenses and this rate may change every year. This TIP Financial Plan has applied the OA current rate of 94.9% to each applicable funding source but may request approval to make adjustments between STBG, PL and SPR funding source application of OA rates at a later time.



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SVMPO FUNDING SOURCES

Planning Funds (PL) and State Planning & Research Funds (SPR)

The Arizona Department of Transportation (ADOT) is the designated recipient of the Federal-Aid Highway Funds used for planning and research purposes. ADOT receives State Planning and Research (SPR) funds from Federal Highways Administration (FHWA) and passes through some of these funds to planning agencies to conduct transportation planning activities. Planning Funds (PL) are apportioned to states by population in urbanized areas and are relative to the amount of highway construction funds the state receives. SPR funds are an additional discretionary dispersion by ADOT and may be a pass-through source of funds to carry out specific technical activities. In the SVMPO region, SPR funds are used to conduct transportation planning activities and administration of SVMPO programs. SPR funds require a 20% local match, and PL funds require a 5.7% local match.

Federal Transit Administration (FTA) Funds – Section 5305

Section 5305 funds may be used for planning and technical studies related to transit in the Sierra Vista region. They are allocated from the Federal Transit Administration (FTA), through ADOT, to the regional planning agencies within the State. FTA funds lag one federal fiscal year before becoming available to eligible transit providers. These funds require a 20% local match.

Surface Transportation Block Grant (STBG)

STBG is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, and bicycle and pedestrian facilities. Transit related planning, research, and development activities are also eligible for the use of STBG funds. These funds require a 5.7% local match.

Highway Safety Improvement Program (HSIP) Funds

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The SVMPO competes for HSIP funding through a statewide HSIP call for projects administered by ADOT. Most projects are eligible for 100% funding with no local match.

Federal Transit Administration (FTA) Funds – Sections 5307

Funds for the operation and maintenance of transit services in small urban areas is provided through the Federal Transit Administration. Section 5307 funds require a 20% local match for most transit maintenance activities. Section 5307 funds used for operating the transit system require a 50/50 match. Transit funding is off-set by fare recovery and may also supplement transit funding with other grants.



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HURF Exchange Program

The HURF Exchange Program was created by the Arizona Legislature in 1997 and authorizes ADOT to provide State Highway Funds to eligible entities in exchange for federal surface transportation block grant (STBG) funds. This typically enables eligible cities, towns and counties to build projects faster and cheaper by avoiding expensive and time-consuming federal regulatory requirements. It also allows the local jurisdiction more control over the project during design and construction phases. Eligible projects are those with the primary purpose of improving the efficiency and safety of motor vehicle travel on roadways. Projects must be on the federal aid system (major collectors and above) and be eligible for STBG funding. Local agencies may provide additional funds to these projects and are responsible for any costs that exceed the approved HURF Exchange funding.

MAINTENANCE & OPERATION COSTS

The SVMPO member jurisdictions are responsible for the maintenance and operations of the existing and planned transportation infrastructure in the region. With limited transportation dollars, proactive maintenance of existing infrastructure is a cost effective strategy to extend the functional life of transportation facilities.

Typical maintenance and operating activities include, but are not limited to, adverse weather response (closing flooded roads, de-icing bridges, removing wind-blown debris); clearing sight distance encroachments; traffic signal maintenance, signing and striping, and pavement management (filling pot holes to full pavement overlays).

The chart to the right outlines what the SVMPO member jurisdictions, and the area's transit agency, have budgeted for maintenance and operations for their transportation activities. These annual estimates for maintenance dollars include both local roads as well as roads of regional significance.

	FY 2020	FY 2021	FY 2022
CITY OF SIERRA VISTA	\$1,300,000	\$1,300,000	\$1,326,000
TOWN OF HUACHUCA CITY	\$147,500	\$147,500	\$150,450
COCHISE COUNTY	\$8,500,000	\$8,500,000	\$8,670,000
VISTA TRANSIT	\$1,001,000	\$985,000	\$1,004,700

TRANSPORTATION IMPROVEMENT PROGRAM

The next three pages provide the 2020-2024 Transportation Improvement Program projects for the SVMPO region.

SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION 2020-2024 TIP PROJECTS
APPROVED SVMPO EXECUTIVE BOARD: June 27, 2019 APPROVED FHWA/FTA: Pending

TIP ID PHASE SPONSOR OTHER ID	FUNC CLASS LENGTH EXISTING LANES AFTER LANES	PROJECT NAME PROJECT LOCATION TYPE OF WORK PROJECT TOTAL COST	FUNDING PROGRAM FUNDING AMOUNT SPONSOR (LOCAL) MATCH AMOUNT FISCAL YEAR PROJECT TOTAL					
				FY2020	FY2021	FY2022	FY2023	FY2024
SVMPO18-01 Construction Sierra Vista T0182 01D	Minor Arterial	North Garden/Fry Blvd. Phase 1		HURF Exchange				
	0.65 Miles	Fry Blvd. between N. Garden Ave. and 7th St; N. Garden Ave. between Fry Blvd and Buffalo Soldier Trail	STATE	\$2,285,326				
	5	Construction	LOCAL	\$0				
	3	\$2,285,326	FYTOTAL	\$2,285,326				
SVMPO18-02 Construction Sierra Vista T018301C	Collector/Arterial	Adaptive Signal Control		HSIP				
	City-Wide	4 Intersections/Phase 1	FED	\$841,253				
	0	Construction	LOCAL	\$0				
	0	\$841,253	FYTOTAL	\$841,253				
SVMPO19-01 Construction Huachuca City	Principal Arterial	Emergency Pre-Emption Signals		HURF Exchange				
	<500 Feet	Highway 90 at/near School Drive and Highway 90 at/near Camino de Manana	STATE	\$90,000				
	5	Construction	LOCAL	\$0				
	5	\$90,000	FYTOTAL	\$90,000				
SVT20-01 Sierra Vista ALI 11.7D.02	VISTA TRANSIT	Transit Employee Training		FTA 5307	FTA 5307	FTA 5307	FTA 5307	FTA 5307
		Capital	FED	\$3,900	\$3,900	\$4,000	\$4,100	\$4,200
		\$25,125	LOCAL	\$975	\$975	\$1,000	\$1,025	\$1,050
			FYTOTAL	\$4,875	\$4,875	\$5,000	\$5,125	\$5,250
SVT20-02 Sierra Vista ALI 11.7C.00	VISTA TRANSIT	Transit ADA Enhancements		FTA 5307	FTA 5307	FTA 5307	FTA 5307	FTA 5307
		Capital	FED	\$77,000	\$78,000	\$80,000	\$81,200	\$83,000
		\$499,000	LOCAL	\$19,250	\$19,500	\$20,000	\$20,300	\$20,750
			FYTOTAL	\$96,250	\$97,500	\$100,000	\$101,500	\$103,750
SVT20-03 Sierra Vista ALI 30.09.01	VISTA TRANSIT	Vista Transit Operating		FTA 5307	FTA 5307	FTA 5307	FTA 5307	FTA 5307
		Operations	FED	\$420,000	\$443,000	\$450,000	\$455,000	\$470,000
		\$4,476,000	LOCAL	\$420,000	\$443,000	\$450,000	\$455,000	\$470,000
			FYTOTAL	\$840,000	\$886,000	\$900,000	\$910,000	\$940,000

SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION 2020-2024 TIP PROJECTS
APPROVED SVMPO EXECUTIVE BOARD: June 27, 2019 APPROVED FHWA/FTA: Pending

TIP ID PHASE SPONSOR OTHER ID	FUNC CLASS LENGTH EXISTING LANES AFTER LANES	PROJECT NAME PROJECT LOCATION TYPE OF WORK PROJECT TOTAL COST	FUNDING PROGRAM FUNDING AMOUNT SPONSOR (LOCAL) MATCH AMOUNT FISCAL YEAR PROJECT TOTAL					
			FY2020	FY2021	FY2022	FY2023	FY2024	
SVT20-04 Sierra Vista ALI 11.7A.00	VISTA TRANSIT	Preventative Maintenance	FED	FTA 5307				
		Capital	LOCAL	\$120,000	\$131,000	\$131,700	\$131,800	\$131,900
		\$808,000	FYTOTAL	\$30,000	\$32,750	\$32,925	\$32,950	\$32,975
				\$150,000	\$163,750	\$164,625	\$164,750	\$164,875
SVT20-05 Sierra Vista ALI 11.34.10	VISTA TRANSIT	Bus Shelter/Stop Enhancement & Improvement	FED	FTA 5307				
		Capital	LOCAL	\$20,000	\$40,000	\$60,000	\$20,000	\$20,000
		\$200,000	FYTOTAL	\$5,000	\$10,000	\$15,000	\$5,000	\$5,000
				\$25,000	\$50,000	\$75,000	\$25,000	\$25,000
SVT20-06 Sierra Vista	VISTA TRANSIT	Visual Bus Stop Announcement System	FED	FTA 5307				
		Capital	LOCAL	\$32,800				
		\$41,000	FYTOTAL	\$8,200				
				\$41,000				
SVT20-07 Sierra Vista ALI 11.34.04	VISTA TRANSIT	Vista Transit Center Parking Lot Resurfacing	FED	FTA 5307				
		Capital	LOCAL	\$16,000				
		\$20,000	FYTOTAL	\$4,000				
				\$20,000				
SVT20-08 Sierra Vista ALI 11.12.04	VISTA TRANSIT	Replacement Bus	FED	FTA 5307				
		Capital	LOCAL	\$112,000	\$115,000	\$120,000	\$125,000	\$130,000
		\$752,500	FYTOTAL	\$28,000	\$28,750	\$30,000	\$31,250	\$32,500
				\$140,000	\$143,750	\$150,000	\$156,250	\$162,500
FUTURE CONSTRUCTION PROJECTS: PENDING FUNDING OR GRANT AWARDS								
<i>Placeholder</i>								

SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION 2020-2024 TIP PROJECTS
APPROVED SVMPO EXECUTIVE BOARD: June 27, 2019 APPROVED FHWA/FTA: Pending

TIP ID PHASE SPONSOR OTHER ID	FUNC CLASS LENGTH EXISTING LANES AFTER LANES	PROJECT NAME PROJECT LOCATION TYPE OF WORK PROJECT TOTAL COST	FUNDING PROGRAM				
			FUNDING AMOUNT	SPONSOR (LOCAL) MATCH AMOUNT	FISCAL YEAR PROJECT TOTAL		
FUNDING OBLIGATED IN 2019			FY2019				
SVMPO18-01	Minor Arterial	North Garden/Fry Blvd. Phase 1		HURF Exchange			
Design	0.65 Miles	Fry Blvd. between N. Garden Ave. and 7th St; N. Garden Ave. between Fry Blvd and Buffalo Soldier Trail	FED	\$368,144			
Sierra Vista	5	Design	LOCAL	\$0			
T0182 01D	3	\$368,144	FYTOTAL	\$368,144			



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

APPENDIX A: SVMPO LEDGER/HIGHWAY/STBG REVENUE SOURCE

SVMPO STBG Ledger Action	Projected Fed Funds			Cumulative Balance	
	OA Rate	Apportionment	OA	Apportionment	OA
FY 2019 Balance				\$20,326	\$0
FY 2020 Allocation	94.9% *	\$398,555	\$378,229	\$418,881	\$378,229
Repayment in from SEAGO		\$200,000	\$200,000	\$618,881	\$578,229
Repayment in from CYMPO		\$10,000	\$10,000	\$628,881	\$588,229
Repayment in from ADOT		\$2,021,056	\$2,021,056	\$2,649,937	\$2,609,285
Huachuca City Pre-Emption Signal		-\$100,000	-\$100,000	\$2,549,937	\$2,509,285
Loan to MPO/ADOT Pending		-\$1,736,055	-\$1,736,055	\$813,882	\$773,230
FY 2020 Balance				\$813,882	\$773,230
FY 2021 Allocation	94.9% *	\$398,555	\$378,229	\$1,212,437	\$1,151,458
Repayment in from SEAGO		\$425,000	\$425,000	\$1,637,437	\$1,576,458
Repayment from MPO/ADOT Pending		\$1,736,055	\$1,736,055	\$3,373,492	\$3,312,513
North Garden Ave/Fry Blvd Phase 1		-\$2,539,284	-\$2,539,284	\$834,208	\$773,229
FY 2021 Balance				\$834,208	\$773,229
FY 2022 Allocation	94.9% *	\$398,555	\$378,229	\$1,232,763	\$1,151,458
FY 2022 Balance				\$1,232,763	\$1,151,458
FY 2023 Allocation	94.9% *	\$398,555	\$378,229	\$1,631,318	\$1,529,687
FY 2023 Balance				\$1,631,318	\$1,529,687
FY 2024 Allocation	94.9% *	\$398,555	\$378,229	\$2,029,873	\$1,907,915
FY 2024 Balance				\$2,029,873	\$1,907,915

OA Rate Subject to Change

OA=Obligation Authority. Percentage of apportionments that is available for reimbursable expenses.

STBG= Surface Transportation Block Grant funds. This amount is allocated to SVMPO based upon the 2010 Census.

Cumulative Balances=Any apportionments or OA Balance is added to the next allocation for programming.



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

APPENDIX A: SVMPO LEDGER/TRANSIT/FTA 5307 REVENUE SOURCE

VISTA TRANSIT FTA 5307 LEDGER 2020-2024		6/24/2019
ACTION	PROJECTED FED FUNDS FTA APPORTIONMENT	CUMMULATIVE BALANCE
FFY2017 Carry Forward	\$222,628	
FFY18 5307 Actual Apportionment	\$766,618	
FFY19 5307 Actual Apportionment	\$779,750	\$1,768,996
Transit Employee Training	-\$3,900	\$1,765,096
Non Fixed Route ADA Paratransit Service	-\$77,000	\$1,688,096
Vista Transit Operating	-\$420,000	\$1,268,096
Preventative Maintenance	-\$120,000	\$1,148,096
Bus Shelter/Stop Enhancement/Improvement	-\$20,000	\$1,128,096
Visual Bus Stop Announcement System	-\$32,800	\$1,095,296
Vista Transit Center Parking Lot Resurfacing	-\$16,000	\$1,079,296
Replacement Bus	-\$112,000	\$967,296
FY20 BALANCE		\$967,296
FY20 Carry Forward	\$967,296	\$967,296
FFY20 Allocation-Estimated	\$779,750	\$1,747,046
Transit Employee Training	-\$3,900	\$1,743,146
Non Fixed Route ADA Paratransit Service	-\$78,000	\$1,665,146
Vista Transit Operating	-\$443,000	\$1,222,146
Preventative Maintenance	-\$131,600	\$1,090,546
Bus Shelter/Stop Enhancement/Improvement	-\$40,000	\$1,050,546
Replacement Bus	-\$115,000	\$935,546
FY21 BALANCE		\$935,546
FY21 Carry Forward	\$935,546	\$935,546
FY21 Allocation-Estimated	\$779,750	\$1,715,296
Transit Employee Training	-\$4,000	\$1,711,296
Non Fixed Route ADA Paratransit Service	-\$80,000	\$1,631,296
Vista Transit Operating	-\$450,000	\$1,181,296
Preventative Maintenance	-\$131,700	\$1,049,596
Bus Shelter/Stop Enhancement/Improvement	-\$60,000	\$989,596
Replacement Bus	-\$120,000	\$869,596
FY22 BALANCE		\$869,596
FY22 Carry Forward	\$869,596	\$869,596
FY22 Allocation - Estimated	\$779,750	\$1,649,346
Transit Employee Training	-\$4,100	\$1,645,246
Transit ADA Enhancements	-\$81,200	\$1,564,046
Vista Transit Operating	-\$455,000	\$1,109,046
Preventative Maintenance	-\$131,800	\$977,246
Bus Shelter/Stop Enhancement/Improvement	-\$20,000	\$957,246
Replacement Bus	-\$125,000	\$832,246
FY23 BALANCE		\$832,246
FY23 Carry Forward	\$832,246	\$832,246
FY23 Allocation - Estimated	\$779,750	\$1,611,996
Transit Employee Training	-\$4,200	\$1,607,796
Non Fixed Route ADA Paratransit Service	-\$83,000	\$1,524,796
Vista Transit Operating	-\$470,000	\$1,054,796
Preventative Maintenance	-\$131,900	\$922,896
Bus Shelter/Stop Enhancement/Improvement	-\$20,000	\$902,896
Replacement Bus	-\$130,000	\$772,896
FY24 BALANCE		\$772,896

FTA 5307 Ledger

This ledger reflects prior year apportionments that have not yet been expended but are available for programming for eligible transit projects.

FTA 5307 Apportionments=This amount is available to Vista Transit to request in annual grant applications for transit activities and operating expenses. FTA funds lag one federal fiscal year behind and are not available until October of any given year.

Cumulative Balances=Any apportionments or Balances are added to the next allocation for programming.

Note: This ledger reflects conceptual, planning level future cost estimates. It is not an exact match to Vista Transit's budget or FTA future grant awards.



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

APPENDIX B: SUMMARY OF PUBLIC INPUT

The 2020-2024 Transportation Improvement Program was first posted for internal, agency and public review in May of 2019 as part of the May 7th TAC meeting and May 16th Executive Board meeting agenda packets. A formal Call for Projects was transmitted to the member jurisdictions on May 1, 2019. The SVMPO 2020-2024 TIP was posted as a final draft on June 20th. Copies of the drafted TIP were available on the SVMPO website and at the SVMPO Offices. The SVMPO Spring newsletter was transmitted in early June with the lead article linking readers to the online draft TIP and inviting the SVMPO e-mail newsletter list to the June 18th Open House. Vista Transit posted the Public Meeting flyer at the Transit Center(s) for the Public Works Training Room event: this venue is located along a transit route. Jurisdiction Public Information Officers (PIO's) included information about the draft TIP Open Houses in utility inserts and electronic board postings (Town of Huachuca City) and through Facebook postings.

A total of 35 people attended one of the three Open Houses held at the following locations:

- ❖ May 31, 2019 at the Landmark Café from 9:00 a.m. to 10:30 a.m.
- ❖ June 11, 2019 at the Town of Huachuca City Library: 506 N. Gonzales Blvd., Huachuca City, AZ from 10:00 a.m. to 12:00 noon.
- ❖ June 18, 2019 at the SVMPO Offices/Public Works Training Room located at 401 Giulio Cesare Ave, Sierra Vista, AZ, from 2:30 p.m. to 4:00 p.m.

Comment	Response	Source/Jurisdiction
Are you sure that reducing lanes on Fry Blvd. is a good idea? Did someone look at the traffic? There is a lot of traffic on that road. I drive on it all of the time.	The North Garden design project includes a professional traffic engineer report that will study that issue specifically. Preliminary traffic data indicates that there is enough roadway capacity at three lanes but both the roadway and the intersection connections will be studied to be sure that the traffic can be accommodated.	Landmark Café event/Lives in the southeast Sierra Vista area
We need buses out here, there are a lot of elderly people that need it.	The MPO has planned to do a joint feasibility study with Vista Transit in the next two years to see what makes sense for the Town in terms of a fixed route transit system.	Huachuca City event/Town resident
Make sure there is enough funds to cover the signal. The emergency signal is really needed but we could use a real signal too. When are they going to put one of those in?	A full signal is based on something called a signal warrant. ADOT has already done one of those studies and the signal only makes a very slight difference for two hours out of the 24 hour day. We will continue to monitor that and update the signal warrant study when traffic increases either on the highway or from the Town.	Huachuca City event/Town resident
Do you do anything with Broadband Access? Because it is really bad out here. I can't get fast internet service hardly anywhere.	The MPO is participating in a very new grant from FHWA to look into precisely this issue. It is called the Sun Cloud project. We know that there are quite a few areas in Cochise County where internet access is spotty or non-existent.	Huachuca City event/Town resident
I would like to see sidewalks on Highway go. A lot of people walk around here.	The MPO is funding a roadway assessment for the Town of Huachuca City and the need for sidewalks is one issue that this assessment will look at. We hope to get that study started late this summer.	Huachuca City event/Town resident
A lot of people try to cross the Highway at the Circle K. Could there be one of those pedestrian crossings [HAWK crossing] put in?	The issue here for the Town is that people can, and do, cross anywhere and do not cluster at one location to cross. This makes it hard for a HAWK crossing to be effective. We can look into as part of our roadway assessment study.	Huachuca City event/Town resident



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

Traffic has really picked up on the Highway since I moved here. The emergency signal will help. That is a good project: we really need it.	Thank you...it is good to know this is a project that you think will help.	Huachuca City event/Town resident
VICAP is a real help to me. They have been so helpful when I had surgery and I like them better than riding the bus. I used to ride the bus but we don't have one anymore here so I am glad that I can call VICAP.	That is good to know. The MPO has supported VICAP applications for funding in the past.	Huachuca City event/Town resident
Repaving some of our roads would be good (mentioned School Dr.; Skyline Dr.; Gila Rd.)	These roads have just recently been recommended for the federally functionally classified roadway system. As soon as those are approved by FHWA these roads will be eligible for MPO construction funding.	Huachuca City event/Town resident
Reduce the speed limit on the Highway to 35 MPH so when the traffic has to stop it won't be such a severe stop.	We will pass this observation on to ADOT. The MPO is funding a corridor study through the Town of Huachuca City to look at how the highway and the town intersections are working and what ideas could be funded to make the corridor more of a Town gateway feature.	Huachuca City event/Town resident
Pedestrian Signal at the Circle K.	The MPO is funding a roadway assessment for the Town of Huachuca City and the need for such a crossing could be looked at.	Huachuca City event/Town resident
We need a fixed transportation system for the elderly and disabled, but not too expensive.	The MPO has planned to do a joint feasibility study with Vista Transit in the next two years to see what makes sense for the Town in terms of a fixed route system.	Comment Form/Town resident
I would like to see a transportation system that works with the Sierra Vista system so that there is a designated pick-up place to go into town and get to shopping locations in Sierra Vista on the bus.	The MPO has planned to do a joint feasibility study with Vista Transit in the next two years to see what makes sense for the Town in terms of a fixed route transit system.	Comment Form/Town resident
How much growth can our area handle? What role does widening roads play in facilitating growth?	This is always a difficult assessment to make. The MPO relies on Census projections, the State demographic projections, and our own Economic development staff in agencies and at Cochise College to consider the impacts of growth. There is a connection between supporting economic growth and roadway infrastructure. The upcoming Long-Range Transportation Plan will consider future needs of the region.	Comment Form/Sierra Vista resident.
What is the MPO? Was the Town always in the MPO?	MPO stands for Metropolitan Planning Organization. We are a regional agency working in partnership with three jurisdictions (Cochise County, City of Sierra Vista, Town of Huachuca City) and ADOT. The Town of Huachuca City joined the SVMPO last year, in January 2018.	Huachuca City event/Multiple inquiries from most of the participants.
I do not have a car so I think I have to move because I have to walk everywhere now [because transit service cut in Town of Huachuca City]. Will transit return here?	It is likely transit will return to the area but it won't be soon. And it won't be extensive, likely a connector route to the City's transit system will be the first thing under consideration.	Huachuca City event/Town resident
Add traffic counts on all the business that use heavy trucks. This might allow us to know how to better build the roads in Sierra Vista.	We do collect truck traffic counts but this is a good suggestion. Permitting processes do assess the use of heavy trucks.	Comment Form/Public Works event/Sierra Vista resident
Advertise more to bring in more tourists to the City.	We will pass this suggestion along to the local agency PIO's. There is an active tourism outreach that local agencies undertake.	Comment Form/Public Works event/Sierra Vista resident



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

Can you put a fee on bikes to ride on the streets?	To my knowledge this has not ever been done but it is worth some research. Typically, most bicyclists are also property owners and vehicle owners and pay taxes through those sources, but then do not put as many roadway miles on the roads as non-bicycle users.	Comment Form/Public Works event/Sierra Vista resident
People who park on the streets should have to pay a fee. Like a fee for a yearly permit to park.	This could be an additional source of revenue.	Comment/Public Works event/Sierra Vista resident
Bicyclists should have to register their bicycles and pay a fee like the motorcycles and vehicles do. We pay for the bicycle infrastructure so this could add more revenue to the MPO, State and local communities.	Typically, most bicyclists are also property owners and vehicle owners and support the use of infrastructure through those sources, but then do not put as many roadway miles on the roads as non-bicycle users.	Comment Form/Public Works event/Sierra Vista resident
These all look like good projects. I hope you can get them done.	We will do our best to accomplish them!	Public Works event/Cochise County resident
Are they going to build the North Garden project soon? I think they need to do more public outreach. I haven't heard anything about that project in a long time. I think they need to do something with that area but I do not know if making less lanes is a good idea.	This project is in the stage of selecting a design consultant. Design is expected to take about one year and should include several public meetings to share updated information about the project. Current status of the project can also be found on the svmpo.org website. A traffic engineering report will be completed to make sure that reducing lanes is a good idea.	Public Works event/Sierra Vista resident
I agree that the County and the City should work together on Theater Drive.	We will look into this possible project with both the County and the City. I believe that this could be a possible, eligible project for the use of regional funding.	Public Works event/Sierra Vista resident
Have you talked with the San Pedro Partnership? They might be a good group to include in MPO planning.	We are aware of this organization but have not made connection with them yet. They would be a great group to include in the upcoming Long-Range Transportation Plan.	Public Works event/Cochise County resident

Public comments are summarized from both written and verbal comments received from meeting attendees. Comments provided from City, County or Town professional engineering staff and/or members of the TAC are part of the formal TIP projects development and not included here or as part of the total open house attendee count. Proposed projects were provided on a white board for Open House meeting attendee review, discussion and comments.

Demographic Profile

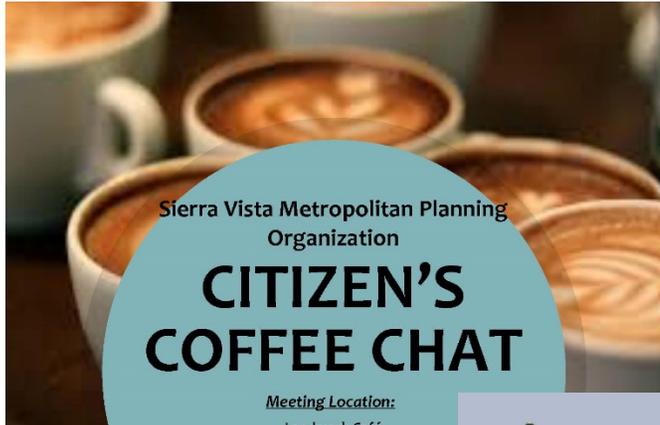
71 percent of meeting attendees choose to fill out the demographic data form. Meeting attendees were characterized by 36% male, 48% female and 16% stated that gender and age did not matter. 20% indicated that they were under the age of 18 (although it is noted that one of these was indicated by someone clearly much older than that who stated they were “young at heart”) and 32% indicated they were over 65. 12% indicated that they had a mobility disability; 20% indicate they rode a bicycle for either pleasure or as a travel choice; 8% indicated that they rode a motorcycle as an option vehicle choice and 4% used transit. It is noted that several other attendees stated to staff that they rode transit but did not choose to fill out the demographic form. The racial profiles was dominated by those that indicate their race as white, 88%, mirroring the SVMPO racial breakdown of 87.1%. 12% indicated either other or human/earthling. Only 4% indicated a Hispanic ethnicity, lower than the SVMPO region of 24.4%. It was noted that several attendees appeared to be Hispanic but did not choose to fill out the demographic form. 16% indicated an American ancestry but most indicated multi-ancestry connections with English, German, French and Irish dominating. 20% indicated they were from other places which included Russian, Welsh and Portuguese.



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

A total of 35 people attended one of the three Open Houses held at the following locations:

- May 31, 2019 at the Landmark Café from 9:00 a.m. to 10:30 a.m.
- June 11, 2019 at the Town of Huachuca City Library: 506 N. Gonzales Blvd., Huachuca City, AZ from 10:00 a.m. to 12:00 noon.
- June 18, 2019 at the SVMPO Offices/Public Works Training Room located at 401 Giulio Cesare Ave, Sierra Vista, AZ, from 2:30 p.m. to 4:00 p.m.



Sierra Vista Metropolitan Planning Organization CITIZEN'S COFFEE CHAT

Meeting Location:

Landmark Café
400 W. Fry Blvd
Sierra Vista, AZ

Meeting Date and Time:

Thursday May 30th, 2019
9:00 am - 10:30 am



Are you interested in the future transportation plans for the greater Sierra Vista area?
Stop by the Sierra Vista MPO Open House on May 30th at Landmark Café to learn about the programs, plans and projects for the regional transportation network.
Review and Comment on next year's Transportation Improvement Program at the meeting or online at: www.svmmpo.org

The Sierra Vista Metropolitan Planning Organization is a regional policy and planning agency serving the City of Sierra Vista, the Town of Huachuca City and Cochise County in partnership with the Arizona State Department of Transportation. We share information and build consensus among our member jurisdictions on regional transportation plans and projects.



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

LIBRARY CHAT/OPEN HOUSE

Tuesday, June 11th: 10:00 am – 12:00 pm
Huachuca City Public Library
506 Gonzales Blvd, Huachuca City, AZ

Are you interested in the future transportation plans for the greater Huachuca City area?

Stop by the Sierra Vista MPO Open House on June 11th at the Huachuca City Public Library and share your ideas!

Learn about the programs, plans and projects that have been planned for the regional transportation network.

Review and Comment on next year's Transportation Improvement Program at the meeting or online at:

www.svmmpo.org



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SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

SVMPO OPEN HOUSE

Tuesday, June 18th: 2:30 pm – 4:00 pm
Sierra Vista Public Works Building
Training Conference Room
401 Giulio Cesare Ave, Sierra Vista, AZ

Are you interested in the future transportation plans for the greater Sierra Vista area?

Stop by the Sierra Vista MPO Open House on June 18th at the Sierra Vista Public Works Building and share your ideas!

Learn about the programs, plans and projects that have been planned for the regional transportation network.

Review and Comment on next year's Transportation Improvement Program at the meeting or online at:

www.svmmpo.org



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SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION

Sierra Vista Metropolitan Planning Organization
401 Giulio Cesare Ave
Sierra Vista, Arizona 85635
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